श्री गुलाम रसूल कार . आनरेबल मिनिस्टर इन्चार्ज को क्या इस बात का इल्म है कि नेहरू म्यूजियम और लाइब्रेरी में जो बदनामी पैदा हो गई है किताबों के सिलसिले में, वह इसलिये है क्योंकि वहां पर मुलाजिमों को एक्सटेंशन पर एक्सटेंशन दिये जाते हैं ?

श्रीमती सुशीला रोहतगी : मान्यवर, ऐसी कोई जानकारी मुझे अभी नहीं है।

ठाकुर जगतपाल सिंह : मैं मंत्री महोदय से जानना चाहता हूं कि बीस साल से जो यह चोरी होती चली आई है, उसके बारे में अभी तक सरकार ने क्या किया है ? क्या किसी अधिकारी के खिलाफ कोई एक्शन लिया है और कितनी किताबों की चोरी हुई है...

MR. CHAIRMAN: The question has been answered.

National Highways

*124. SHRI V. GOPALSAMY: Will the Minister of TRANSPORT be pleased to state:

(a) what are the names of the National Highways in the country along with the length of each National Highway and the States which are linked by each of them as on date;

(b) how much money was allotted to each of these National Highways during the Sixth Plan and how much of it has been spent in each case so far;

(c) whether any highway was declared as National Highway during the same period, if so, the details thereof;

(d) whether there is any proposal to declare any highway as National Highway during the Seventh Five Year Plan, if so, the details thereof; and

(e) how much money has been allotted to each of the National Highways for development during the Seventh Five Year Plan period?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (e) A statement is laid on the Table of Sabha.

Statement

(a) At present there are 67 National Highways in the Country aggregating 31,803 kms. A statement indicating the details is enclosed (Annexure I). [*See* appendix CXXXVII, Annexure No. 15]

(b) Funds for National Highways are released State-wise and not National High-way-wise. Statement—I indicating the funds allotted to States and expenditure incurred during the Sixth Plan is enclosed (*See below*).

(c) Statement—II indicating National Highways declared during the Sixth Plan is enclosed (*See below*).

(d) Due to the constraint of resources it has not been possible to declare so far, any new National Highway during the Seventh Plan except Ahmedabad-Vadodara Section which is to be constructed with World Bank Assistance.

(e) The Planning Commission have earmarked an outlay of Rs. 891.75 crores for development of National Highways during Seventh Plan.

Statement-I

Allocations made and expenditure incurred on National Highways during Sixth Plan

(Rs. in lakhs)

Sl. No.	State/Union Territory	Allocation	Expenditure
1	Andhra Pradesh	4078.79	4510.58
2	Arunachal Pradesh	60.00	76.53
3	Assam	2800.00	2834.65
4	Bihar	4417.56	4431.28
5	Delhi	2068.56	2543.20
6	Goa	759.11	773.33
7	Gujarat	3084.00	4242.48
8	Haryana	2150.80	2273.01
9	Himachal Pradesh	1502.00	1510.50
10	Jammu and Kashmir	1562.00	1419.21
11	Karnataka	3968.74	4345.37
12	Kerala	2553.68	3181.42
13	Madhya Pradesh	4089.11	4312.38
14	Maharashtra	4516.60	4784.02
15	Meghalaya	831.00	858.50
16	Manipur	713.39	660.87
17	Nagaland	29.50	53.21
18	Orissa	2262.20	2326.92
19	Punjab	2437.70	2592.48
20	Rajasthan	3047.16	3049.74
21	Tamil Nadu	3117.60	3165.62
22	Uttar Pradesh	5863.95	6383.49
23	West Bengal	3465.00	3316.43
24	Pondicherry	25.00	9.57
25	B.R.D.B.	3691.72	3395.21
	TOTAL	63094.67	67040.00

Statement-II

List of New National Highways added to the National highway system during the Sixth Plan

Sl. No.	National Highway No.	Name of the route	Length in kms.
1	31C	Lateral road in West Bengal and Assam	1869
2	51	Paikan-Tura-Balu in (Assam and Meghalaya)	
3	52	Baihata-Charali-Tezpur-Bander Dewa-North Lakhimpur-Passighat-Tezu-Sitapani Saikheaghat. (Assam & Arunachal Pradesh)	
4	52A	Road Link to Itanagar Capital of Arunachal Pradesh (Bander Dewa on NH 52 in Assam and terminating at Itanagar) (Arunachal Pradesh)	
5	53	Badarpur-Silchar-Jiribaum-Imphal (Assam & Manipur);	
6	54	Silchar-Aizawal-Lunglai in (Assam and Mizoram)	
7	12	Extension of National Highway No 12 from Jaipur to Biora (Madhya Pradesh and Rajasthan)	466
8	45A	Link to Pondicherry Villupuram to Pondicherry (Pondicherry & Tamil Nadu)	40
9	4-B	Road connecting NH-4 and NH-17 near Nava Sheva Port complex (Maharashtra)	27
10	56	Lucknow-Sultanpur-Jaunpur-Varanasi (Uttar Pradesh)	285
		TOTAL	2687

SHRI V. GOPALSAMY: Mr. Chairman, Sir, the statement of the hon. Minister as per Annexure III says that the total length of highways added to the National Highways System during the Sixth Plan period is 2687 kilometres, of which 285 kilometres of highways has been added in the State of Uttar Pradesh. But as far as the South is concerned, only 40 kilometres of length has been added to the highways and that also connecting two States, *i.e.*, Pondicherry and Tamil Nadu. Sir, as it happens in all other spheres the South has been totally neglected as far as the National Highway system is concerned. There is a persistent demand to connect East Coast Road in Tamil Nadu covering Mandappam, Tuticorin and Cape Comoiln, which is inter-related with Tuticorin port, whih has been totally neglected. I would like to know from the hon. Ministers as to what are the criteria to decide and include highways in the national highways system and whether the Minister will consider the demand to include East Coast of Tamil Nadu, into the system.

SHRI RAJESH PILOT: It is a fact that during the Sixth Plan, we have added 2687 Kms of road and it is also a fact that lot of demand has come from the South. In this Seventh Plan, however, due to scarcity of resources we have not been able to agree to the request of the States.

As for the particular national highway that the hon. Member mentioned, I do not have the details at the moment about the recommendations of the State. The hon. Member asked about the criteria for declaration of a road as National Highway, and

I can read it out. There are five requirements. First is, they should be the main highway running through the length and breadth of the country; second: they should connect foreign highways, third: they should connect capital of the States; fourth: they should connect major ports and large industrial or tourist centres; and the fifth is: they should meet the strategic requirement. These are the important guidelines. What normally happens is, after the States recommend a road to be taken up as a national highway, the above criteria, availability of funds and *inter se* priority on an all India basis are kept in view in declaring the road as a N.H.

SHRI V. GOPALSAMY: The Minister, in his answer to Unstarred question on 23rd April has stated about the scheme of highways and said that the scheme of highway patrolling proposes to cover selected sectors of national highways by way of setting up Traffic-Aid-Posts at distances of approximately 50/60 Kms. The word 'selected sectors' is very vague. I would like to know from the Minister as to what are the highway from the State of Tamil Nadu and also from other States in South which will be included in this new scheme of highway patrolling.

SHRI RAJESH PILOT: The scheme under consideration is as a result of necessity felt by the Government. A lot of complaints have come that when a passenger or a vehicle travels on the national highway, there is a feeling of insecurity. We want to patrol the national highways so as to ensure that any citizen who travels feels comfortable and has the feeling that he will have no problem. This is under the consideration and the moment it gets a shape, we will come back to the House.

SHRI JAGESH DESAI: In answer to part (b), it has been stated that funds for national highways are released State-wise and not national highway-wise. I would like to know from the Government as to what are the criteria for allocation of funds to different States, whether length of a national highway lying in the State is the criterion, whether condition of that national highway in a particular State is the criterion, because higher rainfall damages the national highway, and whether traffic of heavy vehicles is the criterion. I would like to know whether these are the items which are taken into consideration while allocating funds. I would also like to know whether any study has been made of these criteria, before allocating funds, because on the Bombay-Madras road there is very heavy traffic, and because funds are not allocated, we find, roads are not properly maintained. Will the Government take these factors into consideration while allocating funds to different States?

SHRI RAJESH PILOT: When funds are allocated to the States, many factors including the length of the national highway is taken into consideration. Lot of complaints have come from different centres and from different parts of the country that national highways are not maintained properly. The Central Government allocates the funds to the State Governments. Indirectly, it becomes the responsibility of the State Government as agents to maintain them. But we being primarily responsible for this subject, the Government of India is seriously considering ways where the maintenance of the national highways is monitored by the Central Government. Efforts are therefore being made to see that the funds which are given to the State Governments are properly utilised and that the work done by the State Governments is monitored by us. Some proposals are under consideration and we are seriously thinking on this.

SHRI SUSHIL CHAND MOHUNTA: Sir, I would like to ask a question in regard to national highways No. 1, 2 and 10. The traffic on these national highways is so intense that it becomes difficult even to overtake a slow-moving vehicle. The other side of the road is so lined up by vehicles that it becomes difficult and you hardly find space where you can just overtake a vehicle with the result that the traffic on the highway is slowed down. Will the hon. Minister consider having a six-lane traffic on the national highways No. 1, 2 and 10, because unless you have a six-lane traffic on these highways, it will be very difficult for vehicles to move? When even one vehicle stops on the highway because of some tyre puncture or due to some defect in the vehicle, the traffic is blocked on the highway. Will the hon. Minister answer this question?

SHRI RAJESH PILOT: If we have to have a six-lane traffic, it will be costly. Let us go step by step. Proposals for having a four-lane traffic in certain stretches on national highways No. 1 are under consideration.

SHRI SUSHIL CHAND MOHUNTA: By the time the funds are made available, eight-lane traffic will be a necessity. You should go ahead faster.

MR. CHAIRMAN: The question can be put at that time.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, the Minister while replying to a supplementary said that there are five criteria in regard to declaring a highway as a national highway. I would like to know from the Minister, when were these criteria, these guidelines, laid down? Is it not time that these guidelines are revised in view of cetrain other factors which have come up for consideration in regard to national highways?

SHRI RAJESH PILOT: At the moment, there is no such proposal. But if the hon. Member has got something in his mind, he can guide us and we will take his views into consideration.

SHRI PAWAN KUMAR BANSAL: I would like to know from the hon. Minister, whether in view of the strategic importance of Punjab, where there is the historically important GT Road now named Sher Shah Suri Marg or National Highway, No. 1, is there any proposal to declare any other highway as national highway?

MR. CHAIRMAN: In Punjab.

SHRI RAJESH PILOT: There is no such proposal at present.

Viability of Vayudoot

*125. SHRI ASHWANI KUMAR:†
SHRI S. W. DHABE:

Will the Minister of TRANSPORT be pleased to state:

(a) what was the financial viability of Vayudoot during the years 1984-85 and 1985-86;

(b) whether there is any coordination between the Indian Airlines and the Vayudoot in the field of administration; and

(c) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Vayudoot earned a net profit of Rs. 12.57 lakhs during the year 1984-85. In 1985-86, a loss of Rs. 78.46 lakhs is estimated.

(b) and (c) Yes, Sir. Coordination is ensured by representatives of Indian Air-lines being on the Board and important committees of Vayudoot, through the forum of the Air Transport Coordination Committee and other Groups under the aegis of the Department of Civil Aviation.

श्री अश्विनी कुमार : सभापति जी, पिछले वर्ष 12 लाख रुपये का लाभ हुआ था जब कि बहुत सारे जो विमान थे वह इंडियन एयरलाइन्स ने उनको दे दिये थे जो कि बुक वैल्यू के आधार पर बहुत सस्ते दाम पर दे दिये गये हैं। अब धीरे-धीरे नये विमान खरीद जा रहे हैं और कैपिटल इनवैस्टमेंट हो रहा है और इस वर्ष लगभग 78 लाख की हानि होने की सम्भावना पैदा हो गई है।

क्या मंत्री महोदय बताने की कृपा करेंगे कि वह क्या उपाय कर रहे हैं कि वायुदूत के प्रसार के साथ-साथ उसकी हानि का प्रसार न हो और वह लाभ से चल सके ? अगर उन्होंने कोई योजना बनाई है, तो उससे जरा अवगत कराने की कृपा करें ?

SHRI JAGDISH TYTLER: Sir, the losses are due to many reasons. Increase in depreciation and interest costs, inflight capacity development, gestation period is required, too steep hikes in the fuel prices and then also air-linking of north-east stations which are charged 17 per cent less than the fare charged for other stations. We have taken some steps to

†The question was actually asked on the floor of the House by Shri Ashwani Kumar.